

**Amendments to the Claims:** This listing of claims will replace all prior versions, and listings, of claims in the application

**Listing of Claims:**

1. (Currently Amended) An emission control exhaust gas aftertreatment apparatus for exhaust gases from diesel engines comprising a source of NO<sub>2</sub>, a wall flow filter, means for directing flow of gases to a central portion of the filter, and an exhaust gas by-pass effective under all operating conditions, wherein a portion of the exhaust gases do not pass through the filter, such that up to 85wt% of engine-out particulates are collected on the filter and combusted in the presence of said NO<sub>2</sub> in ~~said~~ the filter.
2. (Cancelled)
3. (Cancelled)
4. (Currently Amended) An apparatus according to claim 1, wherein the source of NO<sub>2</sub> is a catalyst which is effective to convert at least a portion of ~~the~~ NO in ~~the~~ exhaust gases to NO<sub>2</sub>.
5. (Previously Presented) An apparatus according to claim 4, wherein the exhaust gases pass through the catalyst before passing through the filter.
6. (Cancelled)
7. (Currently Amended) An apparatus according to claim 1, ~~in combination with~~ further comprising a NO<sub>x</sub> control means.
8. (Cancelled)
9. (Currently Amended) A method of controlling emissions from diesel engine exhaust gases by trapping and subsequently combusting ~~said~~ particulate matter, the method comprising the steps of directing the flow of gases to a central portion of ~~the~~ a particulate filter, trapping up to 85wt% of particulate matter in ~~said~~ the exhaust gas in ~~a the particulate filter, and~~ combusting ~~said~~ the trapped particulate matter in the presence

of NO<sub>2</sub> and causing a portion of said exhaust gases to by-pass-said the particulate filter under all operating conditions.

10. (Cancelled)
11. (Currently Amended) An emission control exhaust gas aftertreatment apparatus for exhaust gases from light duty diesel engines comprising a source of NO<sub>2</sub>, a wall flow filter, means for directing flow of gases to a central portion of the filter, and an exhaust gas by-pass effective under all operating conditions, wherein a portion of the exhaust gases do not pass through the ~~trap~~ filter, such that up to 85wt% of engine-out particulates are collected on the filter and combusted in the presence of said NO<sub>2</sub> in-said ~~trap~~ the filter.
12. (Previously Presented) An apparatus according to claim 11, wherein the source of NO<sub>2</sub> is a catalyst which is effective to convert at least a portion of the NO in the exhaust gases to NO<sub>2</sub>.
13. (Currently Amended) An apparatus according to claim 7, wherein said NO<sub>x</sub> control means is-an a NO<sub>x</sub> absorbent.
14. (Previously Presented) An apparatus according to claim 1, wherein the wall flow filter has peripheral regions-comprising that define the by-pass.
15. (Previously Presented) An apparatus according to claim 1 further comprising a catalyst carried by the wall flow filter.
16. (Previously Presented) An apparatus according to claim 1, wherein the filter is effective to trap about 50wt% or more of engine-out particulates.
17. (Cancelled)
18. (Cancelled)

19. (Previously Presented) A method according to claim 9, wherein the trapping step comprises trapping about 50wt% or more of particulate matter in ~~said~~ the exhaust in ~~said~~ the particulate filter.
20. (Previously Presented) An emission control exhaust gas aftertreatment apparatus according to claim 11, wherein about 50wt% or more of engine-out particulates are collected on the filter.
21. - 28. (Cancelled)